

Missouri Elderly and Handicapped Transportation Assistance Program

The Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP) provides state funds to approximately 200 non-profit organizations statewide who offer transportation services to the elderly and/or disabled at below-cost rates. State general revenue funds are divided among grantees taking into account ridership, costs, and alternative services available (208.250 RSMo). Trips weighted by type (medical, essential services, recreation) determine total ridership. Costs are estimated by total vehicle miles operated by each recipient. Weighted trips and vehicle miles are given equal weights in computing a preliminary formula division of funds.

The preliminary formula division is adjusted for alternative services available, local resources, and special client needs. Some discretion is exercised to adjust for inequities stemming from variances between past actual and projected future usage.

Each year, project funding is contingent upon receipt of applications from eligible providers and an appropriation from the state legislature. Federal, local and private matching funds of over \$19,000,000 do not flow through this department.

Section 5303 of Chapter 53, Title 49, U.S.C. Federal Transit Administration

The department administers Federal Transit Administration Section 5303 planning grants for transit planning activities of the seven metropolitan planning areas of East-West Gateway Coordinating Council (St. Louis area), Mid-America Regional Council (Kansas City area), and the cities of Joplin, St. Joseph, Springfield, Columbia and Jefferson City.

Funds are distributed to Metropolitan Planning Organizations on the basis of population from 2000 urbanized area Census data within the State of Missouri.

Section 5307 of Chapter 53, Title 49, U.S.C. Federal Transit Administration

Funds come to Missouri on the basis of a national formula that provides capital assistance to transit systems in urban areas over 200,000 population and both capital assistance and operating assistance to transit systems in small urbanized areas with populations between 50,000 – 200,000. The department allocates these federal funds on behalf of the Governor based on amounts published in the *Federal Register* to the small urbanized areas of Columbia, Joplin, Jefferson City and St. Joseph on the basis of the same formula. The Federal Transit Administration allocates funds directly to the St. Louis, Kansas City and Springfield urbanized areas.

This Federal assistance does not flow through MoDOT. Federal regulations on the use of capital funds for maintenance have been relaxed. Some traditional operating expenses such as major preventative maintenance are now eligible for capital funding.

Additionally, *State transit assistance funds* to urbanized area transit providers are a part of the annual appropriation of these general revenue funds with 3% held in Governor's reserve. Mid-year reductions of general revenue based funds may occur depending upon the actual receipt of revenues by the state. MoDOT does not handle locally derived matching funds.

Section 5309 of Chapter 53, Title 49, U.S.C. Federal Transit Administration

Section 5309 is a national discretionary capital grant program funded from the Mass Transit Account of the Highway Trust Fund. It restricts funds to capital assistance for general public transportation systems and/or systems which provide community-wide assistance to all persons with disabilities. These funds are applicable statewide. Eligible recipients of Section 5309 assistance are public entities and not-for-profit organizations who provide general public transit services. Section 5309 assistance has become the major source of funding transit capital projects throughout the state. Capital purchases are funded at a maximum 80 percent federal share and a minimum 20 percent local share.

Since 1993, (with the exception of 2002) Missouri's Congressional Delegation has been able to "earmark" some portion of Missouri's annual federal appropriation of Section 5309 funds to the State of Missouri. MoDOT administers funding from the statewide appropriation. Section 5309 funds administered by MoDOT typically assist grantees that usually do not receive these funds directly, such as non-urban transit systems and not-for-profit transit providers.

First priority of MoDOT administered Sec. 5309 funds is given to vehicle purchases, second to vehicle maintenance equipment and facilities and third to auxiliary equipment.

Within the vehicle category, first priority is given to replacement vehicles that have met federal standards for useful life. Vehicles to expand service are the second priority.

Availability of local matching funds and sufficient funds to operate vehicles over their useful life must be demonstrated prior to award.

Section 5310 of Chapter 53, Title 49, U.S.C. Federal Transit Administration

Section 5310 funds provide capital assistance for non-profit organizations that provide service to the elderly or persons with disabilities. Missouri receives an annual statewide allocation of federal assistance to purchase vehicles, primarily vans. Capital assistance is funded at a maximum 80 percent federal and minimum 20 percent local share match.

MoDOT sub-allocates this allocation to outstate and to urbanized areas of Columbia, Jefferson City, Joplin, Kansas City, Springfield, St. Joseph, St. Louis based on their respective elderly and disabled persons populations. Each of the urbanized areas has established their own project evaluation criteria.

Non-urbanized funds are programmed directly by the department on the basis of trips provided by the recipient organizations with extra weight given to medical, nutrition and other necessary trips. Replacement vehicles are given a priority over expansion vehicles. Financial capability to provide the local match and operate the vehicles must be demonstrated.

Section 5311 of Chapter 53, Title 49, U.S.C. Federal Transit Administration

Section 5311 provides capital, operating and planning assistance to public transportation systems in non-urbanized areas. A non-urbanized area is an area outside a city of 50,000 or more inhabitants and its densely settled fringe areas. Section 5311 projects include planning and technical studies, system design, capital acquisition, and assistance in defraying operating losses.

Eligible recipients of Section 5311 assistance include public bodies, private not-for-profit corporations and operators of service that provide general public transportation services. Private for-profit providers of service are eligible through purchase of service agreements with a local public body for the provision of public transportation services.

Planning, training and related technical studies are currently funded entirely with federal funds. Capital projects are funded 80 percent federal and 20 percent local. Operating assistance projects may receive up to 50 percent of their net loss from the federal grant. MoDOT administers these Sec. 5311 federal funds for eligible transit program costs.

Additionally, *State transit assistance funds* to non-urbanized area transit providers are annually appropriated with 3% held in Governor's reserve. Mid-year reductions of general revenue based funds may occur depending upon the actual receipt of revenues by the state. Changes in individual contract amounts up to 10% may be made as circumstances warrant. MoDOT does not handle local matching funds.

Section 5311 (b) of Chapter 53, Title 49, U.S.C. Federal Transit Administration

The department administers the Federal Transit Administration Section 5311 (b) Rural Transit Assistance Program for the development and implementation of training, technical assistance and other support services for use by local transit providers in non-urbanized areas.

FTA allocates RTAP funds to each state based on an administrative formula. FTA first allocates \$65,000 to each state and then distributes the balance of the annual funding according to the non-urbanized population of each state.

Section 5313 of Chapter 53, Title 49, U.S.C. Federal Transit Administration

The department administers Federal Transit Administration (FTA) state-wide transit planning and other technical assistance activities grants which can be used for planning support for non-urbanized areas, research, development and demonstration projects, fellowships for training in the public transportation field, university research and human resource development.

Funds are allocated to the department by FTA on the basis of the latest census information and the state's urbanized area as compared to the urbanized area of all states. For these planning and technical assistance activities, the maximum Federal share is 80 percent and the minimum local non-federal share is 20 percent.

Job Access and Reverse Commute, Section 3037 of the Transportation Equity Act for the 21st Century

The JARC grant program provides operating and capital assistance to entities that provide transportation to persons who are transitioning from welfare-to-work and other low-income persons. The grant program is available statewide; MoDOT administers the grants for projects in the non-urbanized areas. A non-urbanized area is an area outside a city of 50,000 or more inhabitants and its densely settled fringe areas.

Recipients may provide transportation not only to employment but also to employment related activities such as training, job search, and interviews. Transportation for children to childcare is also an eligible activity. JARC funding is intended to provide funds for new and expanded services, not to replace funding for service already in place.

Eligible recipients for JARC program funds include public entities and private not-for-profit corporations. Private for-profit providers of service are eligible through purchase of service agreements with a local public body for the provision of public transportation services.

Capital projects are funded 50 percent federal and 50 percent local. Operating assistance projects may receive up to 50 percent of their net loss from the federal grant. Matching funds may come from local and state funds, or any federal source except other FTA funds.